



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Feb 2004

Flight Captain begins second year

2004 meeting sked taking shape

Flight 18 normally meets on the third Friday of each month. Exceptions to that practice are announced in the newsletter and through the caller phone tree. Your caller should be contacting you via phone or e-mail roughly seven days prior to each scheduled meeting. If not, please advise Flight Adjutant Ray Rider.

Meeting schedule and tentatively planned activities:

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
20 Feb	Aurora Hills*	Laotian Coalition
19 Mar	Aurora Hills*	L. Wise, WASP
16 Apr	Aurora Hills*	War stories
14 May	Platte Valley A/P	WWI A/C
18 Jun	TBA	TBA
16 Jul	TBA	TBA
20 Aug	Aurora Hills*	TBA
17 Sep	Aurora Hills*	TBA
15 Oct	Aurora Hills*	TBA
19 Nov	Aurora Hills*	TBA
?? Dec	Gov Mansion	Christmas party

* The Aurora Hills Golf Course Tin Cup Restaurant is located one block N of Alameda, just E of Peoria.

Membership roster growing

Since the end of calendar year 2000, Flight 18 has enjoyed a net gain of 27 members, an increase of 23 percent. The flight had 116 members at the close of 2000 and 143 at the end of 2003. Growth in the size of the flight is attributed in part to a 2001 expansion in Daedalian membership criteria to include former military pilots who left the Service prior to retirement—a welcome change, indeed.

First since Bill Hendrix in '72-'73 to serve consecutive terms at helm

Fellow Daedalians,



Gentlemen, it appears we're on our way to another year that will be as great as or greater than last year. My thanks go out to all of the Mile High Flight officers who worked so hard to make 2003 such a success and for your participation in our organization. You made this all happen and I appreciate your efforts.

For those of you who missed our Christmas party at the Richthofen Castle, too bad...so sad. It was an outstanding event and our thanks go out to Jerry and Ester Priddy for hosting the party and to Andy Parks for coordinating our event. A great time was had by all. We hope to have our Christmas party this year at the Governor's Mansion, which should also be an event not to be missed.

Last year our stated goals were to: (1) Recruit five new members, which we did; (2) Collect \$2,000 for the scholarship fund, which we did; and (3) Dedicate two meetings to war stories, again which we did. Congratulations on meeting our 2003 goals.

We rolled over our 2003 goals into 2004 with two additions. The first is to investigate the possibility of obtaining corporate sponsors to match our \$2,000 in scholarship funds with another \$2,000. That could enable us to award larger or additional scholarships. The second goal is to get our proposed Mile High Flight Distinguished Pilot Award up and running.

continued Page 2, column 1

From the Flight Captain

continued from page 1

Our guest speaker in February will be Mr. Yang Chee, CEO of the Lao-Hmong-American Coalition. Mr. Chee will discuss the CIA-sponsored "secret war" in Laos (1961-1975) from his perspective flying T-28s and A-1 Skyraiders. I understand that a short video is also part of his presentation. This should be a very interesting briefing to which I am sure many of you gentlemen will relate.

Our guest speaker for March is being confirmed, but we've had a tentative nod from our new female Daedalian, Lucile Wise, who is going to tell us about her experiences as a Women Air Force Service Pilot (WASP).

For April, we've scheduled another exciting session of War Stories. So, gentlemen, dust off those tall tales (10% truth is all that is required). However, we have some ROE changes for War Stories; each story is limited to no more than 10 minutes and only four storytellers will participate in each session.

We are tentatively scheduled to participate in the annual "Platte Valley Rendezvous" in May. More to come on dates and times for this exciting event.

Gentlemen, I look forward to our continued fellowship next month and throughout 2004.

Volabamus

Volamus

Zumper



GREGORY D. BLACK,
LCOL, USAF (Ret)
Flight Captain

Wilhite attends 7th Rockies Fantasy Camp

At press time, Mile High Flight member Jack Wilhite, age 75, is set to attend his seventh straight Fantasy Camp with the Colorado Rockies Jan 25-31 at Hi Corbett Field in Tucson, AZ.

Each Fantasy Camp participant is assigned a locker, issued a Rockies uniform with his



name on it and drafted onto one of six teams, which then compete in a week-long series of double-headers. Clinics, team meetings, and dinners with coaches and major leaguer players round out the daily routine.

The teams are coached by Rockies' Manager Clint Hurdle and his coaching staff as well as several Rockies players. The club's regular trainers are also present to attend to the inevitable "war wound."

Wilhite, whose professional baseball career in the New York Yankees organization was cut short by the outbreak of the Korean War, has attended every Fantasy Camp conducted since the program's inception and has become a fixture at second base in Tucson.

Seldom idle, he also participates in senior baseball and softball leagues in Denver, Senior Olympics, flies his Mig-17 and Skybolt in weekend airshows, is a pilot for the Arapahoe County Sheriff's Office and works security for the county's Small Claims Court.

Not bad for 75, but we wonder whether Jack will be able to keep up this hectic pace for more than another decade or so.

Distinguished Pilot Award *The plan so far.....*

As reported in the November 2003 Newsletter, the membership has authorized an expenditure of \$500 for the development of an annual award to be presented to the COANG F-16 pilot selected as the distinguished pilot for the preceding year. The authorized amount includes the cost of a full-sized display case, which (pending approval of the 120th TFS) is to be perpetually located in the squadron's foyer.

Criteria for the award—in keeping with the Tenets of the Order of Daedalians—are airmanship, leadership and personal character. The plan calls for the 120th TFS commanding officer to nominate two or three candidates and for Flight 18 to select the winner.

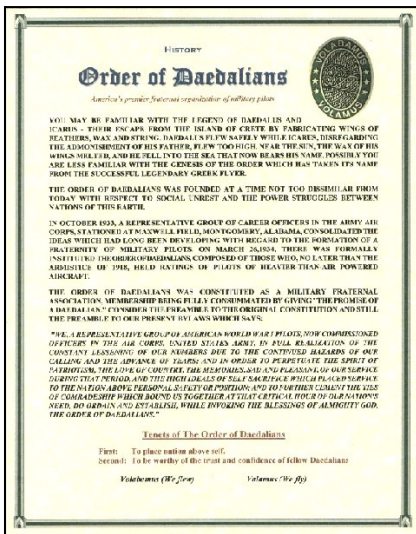
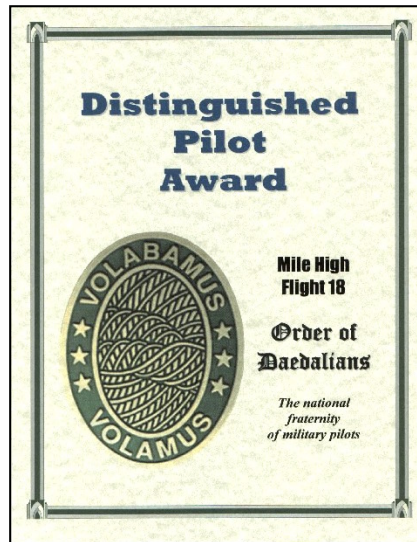
Because the COANG works for him, Governor Bill Owens will be invited to present the award annually beginning this year for 2003.

The selected Distinguished Pilot will receive a trophy (pictured on p.3), a framed certificate and a formal letter from the Flight Captain. He or she will also be invited to become a Daedalian. As an incentive, Flight 18 will pay his/her flight and National dues for the first year of membership.

Pictured on Page 3 are the display case (far right), the trophy and the materials that will be visible behind an identical trophy on perpetual display within the case. Featured (upper left) is a photo of the bronze figure of Daedalus that tops the new Daedalian Memorial at Wright-Patterson AFB, while the textual document (lower left) is the history of the Order of Daedalians.

Mile High Flight 18 Distinguished Pilot Award

See article on Page 2



FORGET YOUR 2004 FLIGHT DUES?

For your convenience, please cut out and mail this coupon along with a check in the amount of \$12.00 for your 2004 flight dues. Add any amount you desire to donate to the Scholarship Fund. (Scholarship donations are tax deductible.) And, remember, your annual Order of Daedalian membership dues are billed by and paid separately to National in San Antonio.

Name: _____ Home Phone: (____) _____

Address: _____ e-mail: _____

Amount enclosed for: 2004 Flight Dues \$12.00 Scholarship Fund _____ Total _____

**** Make check payable to: DAEDALIAN FLIGHT 18**

**** Mail to: Treasurer, Mile High Flight 18, P.O. Box 470141, Aurora, CO 80047-0141**

Sports Illustrated writer takes F-14 ride



Account by Rick Reilly, SI

Now this message is for America's most famous athletes:

Someday you may be invited to fly in the back-seat of one of your country's most powerful fighter jets. Many of you already have ... John Elway, John Stockton, Tiger Woods to name a few. If you get this opportunity, let me urge you, with the greatest sincerity... Move to Guam. Change your name. Fake your own death! Whatever you do ... **Do Not Go!!!**

I know. The U.S. Navy invited me to try it. I was thrilled. I was pumped. I was toast! I should've known when they told me my pilot would be Chip (Biff) King of Fighter Squadron 213 at Naval Air Station Oceana in Virginia Beach.

Whatever you're thinking a Top Gun named Chip (Biff) King looks like, triple it. He's about six-foot, tan, ice-blue eyes, wavy surfer hair, finger-crippling handshake -- the kind of man who wrestles dyspeptic alligators in his leisure time. If you see this man, run the other way. FFFFast.

Biff King was born to fly. His father, Jack King, was for years the voice of NASA missions. ("T-minus 15 seconds and counting ..." Remember?) Chip would charge neighborhood kids a quarter each to hear his dad. Jack would wake up

from naps surrounded by nine-year-olds waiting for him to say, "We have a liftoff."

Biff was to fly me in an F-14D Tomcat, a ridiculously powerful \$60 million weapon with nearly as much thrust as weight, not unlike Colin Montgomerie. I was worried about getting airsick, so the night before the flight I asked Biff if there was something I should eat the next morning.

"Bananas," he said.

"For the potassium?" I asked.

"No," Biff said, "because they taste about the same coming up as they do going down."

The next morning, out on the tarmac, I had on my flight suit with my name sewn over the left breast. (No call sign -- like Crash or Sticky or Leadfoot ... but, still, very cool.) I carried my helmet in the crook of my arm, as Biff had instructed. If ever in my life I had a chance to nail Nicole Kidman, this was it.

A fighter pilot named Psycho gave me a safety briefing and then fastened me into my ejection seat, which, when employed, would "egress" me out of the plane at such a velocity that I would be immediately knocked unconscious. Just as I was thinking about aborting the flight, the canopy closed over me, and Biff gave the ground crew a thumbs-up. In minutes we were firing nose up at 600 mph. We leveled out and then canopy-rolled over another F-14.

Those 20 minutes were the rush of my life. Unfortunately, the ride lasted 80. It was like being on the roller coaster at Six Flags Over Hell. Only without rails. We did barrel rolls, sap rolls, loops, yanks and banks. We dived, rose and dived again, sometimes with a vertical velocity of 10,000 feet per

minute. We chased another F-14, and it chased us

We broke the speed of sound. Sea was sky and sky was sea. Flying at 200 feet we did 90-degree turns at 550 mph, creating a *g*-force of 6.5, which is to say I felt as if 6.5 times my body weight was smashing against me, thereby approximating life as Mrs. Colin Montgomerie.

And I egressed the bananas. I egressed the pizza from the night before.

And the lunch before that. I egressed a box of Milk Duds from the sixth grade. I made Linda Blair look polite. Because of the *g*'s, I was egressing stuff that did not even want to be egressed. I went through not one airsick bag, but two.

Biff said I passed out. Twice. I was coated in sweat. At one point, as we were coming in upside down in a banked curve on a mock bombing target and the *g*'s were flattening me like a tortilla and I was in and out of consciousness, I realized I was the first person in history to throw down.

I used to know cool. Cool was Elway throwing a touchdown pass, or Norman making a five-iron bite. But now I really know cool. Cool is guys like Biff, men with cast-iron stomachs and freon nerves. I wouldn't go up there again for Derek Jeter's black book, but I'm glad Biff does every day, and for less a year than a rookie reliever makes in a home stand.

A week later, when the spins finally stopped, Biff called. He said he and the fighters had the perfect call sign for me. Said he'd send it on a patch for my flight suit.

What is it? I asked.

"Two Bags."



*** Sea Biscuits and Scufflebutt ***

Was that really James Carville at the WORM?



Will the real James Carville please stand up!

A veteran pilot's powers of observation

Two elderly Daedalians are sitting on a park bench. Eventually, one says to the other:

"By the way, Joe, how's your wife?"

"I think she's dead."

"What do you mean?"

"Well...the sex is the same as always, but the dirty dishes are starting to pile up."

Descendant's Scholarship Program

Each year, three \$2,000 scholarships are available from National for Daedalians' direct descendants who are accepted or enrolled in college to study aerospace engineering/flight and desire a military career as an officer. For details, contact Scholarship Chairman Bill Greener at 989-4653 or visit www.daedalians.org.

Bogus e-mails & news reports

True or False? Under pressure from environmentalists, NASA used a new kind of foam to insulate Space Shuttle Columbia's external fuel tank. A piece of this "environmentally-friendly" foam broke off and tore a lethal hole in the Columbia's left wing.

False. According to Air Force BG Duane Deal of the Columbia Accident Investigation team, the foam used on this mission was the same as that used previously. However, because Freon was no longer available for use as a spraying agent for applying the foam, a new type of agent was employed. *The new agent actually produced better adhesion than Freon.* Nevertheless, the Board concluded a one-foot² piece of foam struck Columbia's left wing during launch causing a rupture that lead to the shuttle's demise upon re-entry.

True or False? Credible lists of military bases to be closed during the next round of *Base Realignments and Closures* are now circulating on the Internet.

False. Lists are circulating, but all are mere speculation. SecDef will not publish a list of installations recommended for closure until mid-May 2005. For additional details, visit <http://www.dod.mil/brac/>.

True or False? Prior to the war in Iraq, there was no direct connection between Iraq and al Qaida.

False. A top secret 16-page memo from undersecretary of defense Douglas J. Feith to the Chairman and Vice Chairman of the Senate Intelligence Committee dated 27 Oct 2003 details an operational relationship between Osama bin Laden and Saddam Hussein that persisted from 1990 to 2003. That relationship involved training in explosives and WMD, logistical support for terrorist attacks, al Qaida training camps and safe haven in Iraq, and Iraqi financial support for al Qaida. While the USG has not declassified this memo, the *Weekly Standard* published what appears to be an authentic copy of it on 24 Nov 2003.

True or False. Newly retired Air Force Gen Richard Hawley delivered a caustic, politically incorrect speech about "thoughts of such surpassing stupidity that they must be addressed."

False. The remarks attributed to Gen Hawley on the Internet were in fact penned by humor columnist Larry Miller and appeared in *The Daily Standard* on 14 Jan 2002. General Hawley strenuously denies any association with these remarks.

Mile High Flight 18 Officers 2004

- Flight Captain**....."Yumper" Black, LtCol, USAF (Ret)
- Vice Flt Capt**.....Tom Martin, Col, USAF (Ret)
- Adjutant**.....Ray Rider, Col, USAF (Ret)
- Provost Marshall**.....Dale Boggie, Col, USAF (Ret)
- Treasurer**.....Tom Shaw, Maj, USAF (Ret)

- Scholarships*.....Bill Greener, LtCol, USAF (Ret)
 - Newsletter*.....Gerry Spaulding, CAPT, USN (Ret)
- (Positions in bold elected, those in italics appointed)

-- Flight 18 normally meets the third Friday of each month at the Aurora Hills Tin Cup Bar & Grill, located just north of Alameda and just east of Peoria. Social hour at 11:00, lunch at 12:00. *Exceptions via newsletter.*

-- The newsletter is published quarterly. Contact the ed. at (719) 638-5786 or by e-mail at gerkar@adelphia.net.

Navy FJ-1 Fury

Top: USAF F-86 Saber

Bottom: Navy FJ-4 Fury

Fury-Saber family ties. The North American FJ-1 Fury was one of four carrier-based jet fighters ordered by the Navy in late 1944 for use in the invasion of Japan, then planned for May 1946. While still in the design phase, the XFJ-1 was modified by North American to create a swept-wing model for the USAAF -- the F-86 Saber. The success of the F-86 in Korea helped persuade the Navy to curtail its order of straight-wing FJ-1s and switch to carrier-capable versions of the Saber. FJ-2 and FJ-3 Furies were "Navalized" variants of the F-86E/F, while the FJ-4 was comparable to the F-86H.

**Mile High Flight 18
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